



Welcome

Even in February, there are places where the sun always shines: the Canary Islands; the pages of cycling magazines; and, if you're fan (I know you're not) of Eighties Scandinavian synth-pop, "on TV". But not outside my window or, I suspect, yours.

There's a disjunction between the idealised cycling world and the one we inhabit, especially now, at the fag end of winter, on a northern European island in an unforgiving slate grey sea. It explains why so many road bikes that aren't built for racing nevertheless lack the clearance and fittings for mudguards, equipment that's about as 'optional' as the windows and windscreen wipers of a car.

Some roadies are so committed to the mudguardless dream that they'll claim you don't need them. In a British winter! It's denialism, the Emperor's New Bike. Even the language around mudguards is revealing. They're not 'components' or 'equipment' but *accessories*. Road bikes that are built to accommodate them evidently aren't welcome in the other three seasons; they're *winter* training bikes.

They should be called road bikes, and those that don't accept mudguards branded race bikes – or summer bikes. It would nice if there were more *winter* road bikes, too. We've got a review of a couple you can buy starting on page 66.

The review will look a little different from previous ones because we've refreshed Cycle's design this issue. I hope you like the new look.

DAN JOYCE
Cycle editor

Local riding
To find any Member Group or Cycling UK affiliate, visit cyclinguk.org/groups or phone **01483 238301**

CONTENTS



Every issue

04 Freewheeling

A short tour around the wonderful world of cycling

07 This is Cycling UK

Paul Tuohy on empowering cycling; making active travel safer; a Bigger Bike Revival; Northern Ireland's most cycle-friendly employer; and more

17 My Cycling

Round-the-world record breaker Jenny Graham

20 My Bike

Lionel and Joyce Joseph's tandem

22 Shop Window

Previews of new products

24 Gear up

Components, accessories, and books reviewed, with casual gear previewed

34 Letters

Your feedback on Cycle and cycling

48 Weekender

Family cycling on Jersey's Green Lanes

61 Cyclopedia

Questions answered, topics explained

81 Travellers' Tales

Cycling UK members' ride reports



This issue

36 Pedals and paws

Touring around Europe with a dog

42 Too Close for Comfort

On patrol with the close-pass police

50 A reputation built by hand

Framebuilder Winston Vaz

54 No one at the wheel

Why driverless cars aren't the future

56 Destination Finland

By ferries and trains with four bikes

66 All-round road bikes

Ribble 725 Endurance Disc versus Tifosi CK7

70 Islabikes Janis

A new bike for older riders

72 Cube Nuroad WS

£1,000 gravel bike for women

75 Winter softshells

Halfway between jersey and jacket



On the cover

Ribblesdale, with Pen-y-Ghent in the background, by Jon Sparks



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